CLAIMS

What is claimed is:

1. In a magnetic levitation induction track having a close-packed ladder-like array of shorted circuits in a track to levitate a train car, said track formed of a series of conductive rungs electrically connected at ends to a conductive shorting means, wherein the improvement comprises:

each said conductive track rung formed as a linearly elongated member having a first shorting bar attachment end opposite a second shorting bar attachment end and formed of a stainless steel outer shell having a flat upper surface parallel and opposite to a flat lower surface, and connected by a pair of slightly concave sidewalls; and

a Litz cable formed of a plurality of strands of copper conductors packed within said stainless steel outer shell.

2. The improvement of Claim 1, wherein said stainless steel outer shell is annealed.

3. A method for making the improved Litz track rung of Claim 1, said method comprising the steps:

a. Obtaining stainless steel square tubestock made by otherwise conventional methods;

b. Forming said tubestock to the required length and general configuration;

c. Removing work hardening and magnetism generated within said tubestock;

d. Obtaining a square packed Litz cable pre-formed having a square shaped cross section;

e. Installing said square packed Litz cable within said tubestock; and

4. The method of Claim 3, further comprising the steps:

a. Compressing said rails to the desired overall outer dimensions.

5. The method of Claim 3, further comprising the steps:

a. Forming a pair of slightly concave sidewalls to said rail; and

b. Flatting an upper rail surface and a lower rail surface.

6. The method of Claim 3, wherein removing work hardening and magnetism generated within said tubestock is done by annealing said tubestock.

7. The method of claim 3, wherein removing work hardening and magnetism generated within said tubestock is done by heat treating at 1900 degrees Fahrenheit.

8. A method for making the improved Litz track rung comprising the steps:

a. Forming a square stainless steel tube;

b. Removing work hardening and magnetism generated within said tubestock;

c. Forming a square packed Litz cable; and

d. Inserting said Litz cable within said tubestock.

9. The method of Claim 8, further comprising the steps

a. Compressing said rails to the desired overall outer dimensions.

10. The method of Claim 8, further comprising the steps:

a. Forming a pair of slightly concave sidewalls to said rail; and

b. Flatting an upper rail surface and a lower rail surface.

11. The method of Claim 8, wherein removing work hardening and magnetism generated within said tubestock is done by annealing said tubestock.

12. The method of claim 8, wherein removing work hardening and magnetism generated within said tubestock is done by heat treating at 1900 degrees Fahrenheit.